"free" and "occupied" China. By the middle of 1945 prices were more than fifteen hundred times what they had been five years earlier. Dissensions within the Chinese ranks were not healed. In moving west the national government found itself in part dependent on the landed gentry in Szechwan, as it had earlier been on the bankers, merchants, and manufacturers in the Shanghai area. This tended to make it conservative and to deepen the rift between itself and the Communists, for the latter wished to dispossess the wealthy landowners. Some of the warlords survived and had to be pacified by subsidies. Chiang Kai-shek was compelled, if even a semblance of national unity were to be preserved, to attempt to hold together very diverse groups. Within officialdom corruption and inefficiency were rife. The salaried and professional classes suffered, as is usually the case in marked inflation. The rift between the Kuomintang and the Communists was unhealed. Each maintained its own government and armies, the one centering at Chungking and the other at Yenan. Although the Communists had a representative at Chungking and the latter had the recognition of all the powers but those in the Axis and the adhesion of more of "free" China than did Yenan, no love was lost between the two regimes and Chungking was said to be keeping some of its best troops on the border to watch its rival. While in general in 1944 "free" China was more nearly united under Chungking than it had ever been under Nanking, transportation by automobile was breaking down and with its weakening internal ties were being threatened. This loss of automobiles was partly because of the hard use given the existing cars, partly because of bad roads, partly through the lack of proper fuel, and also

because new cars could not be brought in and none could be manufactured in China. Nor did "free" China have the kind of industry essential for the waging of mechanized war.

Slowly their associates in the struggle, chiefly the United States, began to bring in aid through the siege to the beleaguered Chinese. Air communication was developed with India. The route was one of the most difficult in the world, over the high and tangled mountains between Assam and Yunnan, and chronically imperilled by Japanese air attacks. Yet before three years had elapsed after Pearl Harbor freight was being brought in by the air in larger amounts than had ever been transported over the